



MERIDIAN

LAND SERVICES, INC.

CIVIL ENGINEERING | LAND SURVEYING | PERMITTING | SOIL & WETLAND MAPPING | SEPTIC DESIGN | ENVIRONMENTAL

Office: 31 Old Nashua Road, Suite 2, Amherst, NH 03031

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www.MeridianLandServices.com

April 12, 2017

BL Companies, Inc.
d/b/a BL Companies
355 Research Parkway
Meriden, CT 06450
Attn. Mr. Robert Roper, PLS

Re: Northern Pass – Supplemental Route Survey, Surveyor's Report Regarding Right of Way Determination

Dear Mr. Roper,

Meridian Land Services, Inc. (Meridian) is pleased to provide you with the following Surveyor's Report relative to the Right of Way line work included within our Supplemental Route Survey's electronic drawings. Operating as a subcontractor to BL Companies (BLCo), our Right of Way route survey covered a 25+/- mile section of US/NH Route 3, from Bridgewater to North Woodstock.

Although the March 8, 2016 PAR Request for Proposal included a requirement to "...verify and locate edges of the state or local road ROW...", Section VI (Right of Way and Adjacent Property Compilation), Part A of the referenced Specifications for Underground Transmission Line Design Survey & Subsurface Utility Engineering Services document stated "Right of way and adjacent parcel line locations will be developed and plotted from a combination of evidence measured during the field survey and by supplemental information available from tax assessors mapping and GIS parcel data layers.

BLCo Project Approach documentation noted that "...there will be many sections which simply cannot be certified as accurate" and Meridian's Notable Approach Points / Conditions included the comment; "ROW sideline determination accuracy is to be variable per previous correspondence". The BLCo Project Approach also noted that "The resulting understood accuracy of the sidelines will be labeled/noted on the Base Survey Plan in order that specific areas of concern can be further determined if there is a need during the design phase. We will utilize line types to clearly show a right of way's accuracy: Bold Solid for determined, Bold Dashed for approximately per plan/layout and physical evidence, and Dashed for approximately per tax map, GIS or width offset from centerline travelled surface".

Right of Way research was performed and provided by Arago Land Consultants, LLC. We understand the following minimum research efforts included;

1. Abutter's lists were generated by town records.
2. Each Abutter's deed was reviewed, with individual plans obtained if referenced.



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3. Pertinent plans were obtained from NHDOT ROW Bureau, in consultation with the Land Titles Section Chief.
4. Additional ROW research was performed at the NH State Archives.
5. Field worksheets were generated showing apparent physical evidence and monuments per the collected deeds and plans.

Right of Way Determination:

As per the contract documents, Meridian depicted three line types to indicate the accuracy confidence level of for the Right of Way sidelines, which are on their own separate drawing layers.

1) Bold Solid for Determined:

- This line type remains un-used at this time.
- We expected that there would be specific sections of ROW where a full determination would be requested, which would require additional research, fieldwork and LLS evaluation.
- We have not received any requests for this level of effort.

2) Bold Dashed for Approximate – per plan/layout and physical evidence:

- Plans fall into two categories
 - NHDOT highway plans from the ROW Bureau
 - Various recorded plans at the registry of deeds, by Licensed Land Surveyors.
 - It was not within our scope to verify the reliability of these plans.
- Layout information is somewhat ambiguous
 - There is no metes and bounds layout document
 - Research indicates the Rte 3 ‘Trunk Line Highway System’ is generally four rods, or 66 feet wide.
 - Research suggests there may be a section which is variable with in a portion of Plymouth.
 - Numerous NHDOT highway plans depict the existing ROW width as 66 feet wide.
- Physical Evidence was located as observed per the research provided, during the supplemental topographic survey.
 - A variety of physical evidence was collected, including
 - NH Highway Bounds, primarily as depicted on NHDOT highway plans
 - Monuments as referenced on recorded plans
 - Various markers which may or may not be actual monuments
 - Other possible evidence which may influence ROW determination.
 - There is no certainty that the various physical evidence, monuments and/or markers can be deemed reliable relative to ROW determination.
- **Obtained plans were best fit based to the found physical evidence and monuments, but not necessarily to a decree that we can certify them as accurate.**



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3) Dashed for Approximate – per tax map, GIS or centerline offset.

- There are various sources for tax map lines and/or GIS data, but the reliability of such lines is suspect, as their origin is unknown. As such, this information was only used for approximate abutter property lines.
- **The vast majority of the sidelines depicted are based on a 66' wide ROW, centered on the centerline of the existing travelled way (pavement).**
 - There is no certainty that the current centerline is in the same location as the original or contemplated centerline with the ROW was established.
 - It is our belief that the state would likely have prescriptive rights for not only the road surface, but also the adjacent land necessary for related slope, drainage and maintenance.
 - The resulting sidelines were not adjusted to found physical evidence, monuments and/or markers due to their lack of reliability at this time.

Per your recent request, we've added another drawing layer which combines both the Bold Dashed and Dashed Approximate ROW sidelines in order to create one continuous series of single lines on each side of the Right of Way. To accomplish this, we included reasonable transition lines between centerline offset sidelines and plan sidelines. These transition lines are not to be considered accurate, and have the same line type as the Dashed Approximate lines.

I hereby certify that the Right of Way lines shown within Meridian's electronic drawings are accurate to the degrees as defined and explained within this Surveyor's Report.

Very truly yours,
Meridian Land Services, Inc.



Kenneth C. Clinton, LLS/PLS
President